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CITY OF SAINT JOHN

NEW BRUNSWICK.



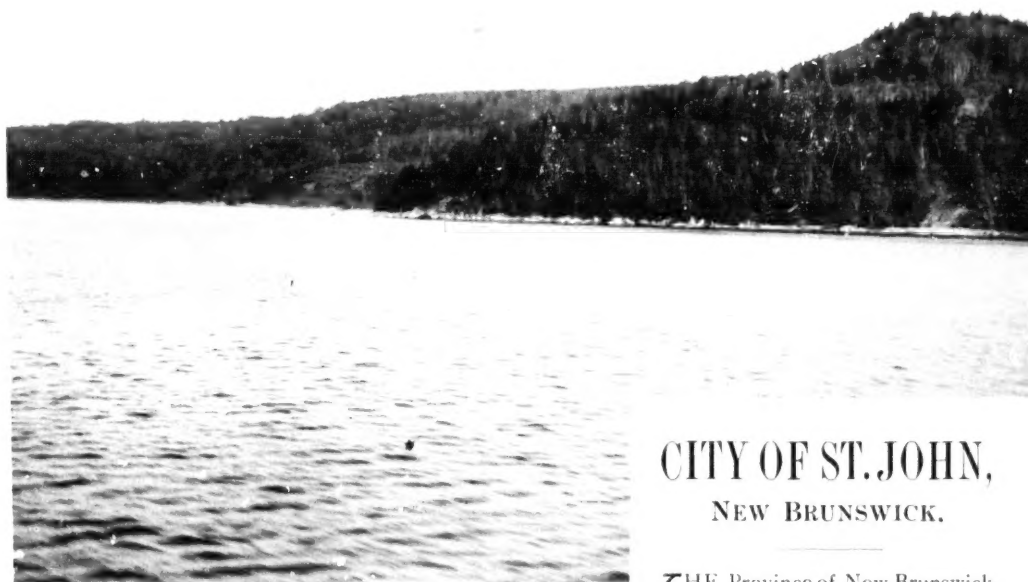
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VIEW ON THE ST. JOHN.

CITY OF ST. JOHN, NEW BRUNSWICK.

THE Province of New Brunswick lies to the eastward of the State of Maine and to the southward of the Province of Quebec; its easterly shores flank the Gulf of Saint Lawrence, and it is separated from the Atlantic Ocean, lying to the south, by the Bay of Fundy and the Province of Nova Scotia. New Brunswick, Prince Edward Island and Nova Scotia are known as the Maritime Provinces of Canada, and during the French regime were included in Acadie or Acadia.

The City of Saint John is situate in the western section of New Brunswick, at the mouth of the river Saint John and on the northerly shore of the Bay of Fundy. The river, which for

some hundred of miles flows through varied and generally very beautiful scenery, when it reaches the city pours through a narrow, wild and rocky gorge. As the waters of the bay rise to a great height, the difference between high and low water at this point being over forty feet, the result follows that during high water there is an upward or inland flow of foaming water, while a fine cascade rushes towards the bay as the tide falls. This reversible waterfall, as it has been aptly called, is unique and is regarded as a peculiarly interesting spectacle. An Indian legend states that at one time, in the mythical ages, a truly mammoth beaver constructed a dam across the chasm, causing a great accumulation of back water and consequent damage until the removal of the obstacle by the demi-god Glooscap.

Nova Scotia, running from east to west, forms a natural breakwater, which tends to render storms in the bay much less severe than those in the neighboring ocean. The bay, however, possesses the general characteristics of the larger body of water, and a stranger wandering along the greater portion of the southerly shore of New Brunswick might well suppose himself to be in sight of the open sea. The influence of the tidal waters is in many respects beneficial, and although those in other localities not many miles distant experience uncomfortable, though endurable, degrees of heat or cold, Saint John and its vicinity generally preserve a happy mean in temperature.

As the site of Saint John is at the terminus of a vast inland waterway with many navigable tributaries and connections with other inland waters, irrespective of the proximity of the bay, it is most probable that, in remote periods, it was largely used as a transient, if not permanent, camping ground by the Indians. It is certain that this was the case during the periods of French and English occupation anterior to the foundation of the city. It was not, however, till the beginning of the seventeenth century that it was first seen by Europeans. A little party of French adventurers, including the celebrated Champlain, is entitled to the credit of the discovery and for naming the river and locality after the Saint, Saint John Baptist, upon whose day the place was reached. It is worthy of remark that down to the present day the name of this Saint has been a favorite, among the French and Indians of Canada, for churches or persons, and it may well be that this is not unconnected with the historical incident.

It was not many years after its discovery that the French formed a small settlement at the mouth of the river, and from that time until their final evacuation of the country they maintained there one or more fortified posts, mainly for defence but partly for the purpose of trading with the Indians. The records of the period dealing with this point and its vicinity are by no means destitute of incidents, but these, although sufficiently romantic, cannot be considered of political or historical importance. Among the more permanent residents the Sieur La Tour may be mentioned as an exceptional instance of one who, at the same time, was a far-sighted and tactful politician, and fairly appreciated the advantages, commercial and otherwise, of his surrounding conditions. He was not, however, favored by fortune or supported by the government of France, and failed to accomplish what, under happier circumstances, might have been in his power. The defence of his fort by his brave wife against the assault of his rival Charnisay, rendered ineffectual by treachery; the contemptible breach of faith on the part of the captor, and her consequent chagrin and death, contain all the elements of tragedy which even the subsequent death of Charnisay, and the union of his widow with La Tour, have failed to convert into a similitude of comedy. The final successful attack upon the French fort at Saint John is but one of the minor incidents of the great military drama in which the fall of Louisbourg and Quebec, and the loss to France of her North American colonies, are the prominent features.

In the few years which intervened between the cessation of French control and the arrival of the American loyalists, a small body of traders, including three named Simonds, Hazen and White, who were largely identified with events anterior and subsequent to the inception of the city's life, conducted a by no means unprofitable business at a post situate below the falls, but beyond the bounds of the original city of Saint John. Their profits were mainly derived from peltry, and spars for the king's ships; but they also engaged in fishing, and, to a limited extent, in vessel (it cannot be called ship) building, and in supplying the settlers, who, after 1760, became fairly numerous on the upper parts of the river. Mr. Simonds and his associates were entirely loyal to the crown, and during the Revolutionary war were of notable service in defeating the many and well-conducted efforts on the part of emissaries from the neighboring provinces to incite the Indians and doubtful or anti-British settlers to lend their aid to those seeking inde-

pendence. The situation was indeed at times precarious, and called for the exercise of both tact and courage. Fortunately these were both forthcoming on the king's behalf, and the locality was rendered absolutely available as a place of refuge for the king's friends.

The eighteenth day of May, 1783, is regarded as the natal day of the city of Saint John, as on that day a large number of those who had adhered to the royal cause landed on the site of their new civic home by what was called the Spring fleet. Later in that year the fall fleet brought another large party of these people, making the full complement of about five thousand heads. The motives and conduct of the loyalists have been discussed by various writers, not always in a friendly or even impartial manner. As a matter of fact their motives and conduct were not always identical, and therefore hostile criticism directed against some might be entirely applicable, but would be grossly unjust when employed to others. Some of them, no doubt, supported the king because they were fully assured that he would entirely succeed against his rebellious American subjects. Others, and it is believed a majority of them, were steadily opposed to the revolution simply and solely for conscience sake. Again, this latter class may be subdivided into the few who still adhered, with some inconsistency having regard to their fairly recent British history, to the doctrine of the divine right of kings; those who abhorred a republican but religiously adhered to a monarchical form of government; and those who opposed to the utmost the rupture of the ties which bound together a race of common origin. At the present day, such is the result of the lapse of time and the dying out of angry feeling, it is not improbable that the position taken by the members of the last subdivision would find a fair number of sympathizers and even supporters in the great North American republic. But whatever difference of opinion may be expressed, or exist, as to their motives or conduct, there is or should be unanimity of opinion as to the personal worth of very many of the loyalists. With regard to social and political position, intellectual capacity, fortune and private virtues they stood well to the front in the old colonies. Taking almost at haphazard such names as Ludlow, Winslow, Putnam, not to mention many more which might well be cited among the first citizens of Saint John, the well-informed student of American history is reminded of individuals and families who in the remote or recent past have been leading factors in its development. The loyalists came from all the old

North American colonies, although perhaps the best and most numerous of them were from Boston and New England and from the once province, now State, of New York. The situation of the new settlers was not such as to promote cheerfulness, although their courage and patience were such that they generally, with great readiness and without complaint, sought to adapt themselves to their novel surrounding. The land selected for what became the principal and business section of the city was largely rocky, partly boggy, and somewhat generally covered with such trees as may today be found, where they have not yielded to fire or axe, on the New Brunswick coast, being chiefly fir, spruce, cedar, stunted pine and birch. It had previously been uninhabited, and were it not for its topographical features and future possibilities, although it might have been otherwise to hunters and picnickers appreciative of the picturesque, it possessed few attractions as a dwelling place to those accustomed to neatness and convenience in well regulated and well provided communities. For some months it was necessary to live in roughly constructed shanties, and even to some extent under canvas, and the local annals definitely refer to the first framed building erected in the city, some years after the landing of the first inhabitants. The feeding and housing of so many persons presented difficulties which, perhaps, were not always successfully overcome at the outset, or until system was rendered more or less perfect by experience. To meet a general demand, a new province was created of a portion of Nova Scotia under the name of New Brunswick, in which Saint John occupied a somewhat central position and one calculated to be advantageous. At first the names Parrtown and Carleton, after two Governors, were given the one to the east, the other to the west side of the harbor; but within a short time a royal charter, framed largely on the charter of New York, and confirmed at the first session of the provincial legislature, was obtained, creating a selected area on either side into a city by the name of Saint John, and retaining Carleton only as the appellation of a subdivision. The city was divided into building lots, of which one was assigned to each adult male, and the general work of civic organization proceeded as rapidly as circumstances would permit. It may indeed be mentioned, as some evidence of advancement, that the first election in the city of members for the house of assembly was of so riotous a nature that criminal proceedings ensued, a proof that the newly formed citizens were alive to their political rights or claims.

As has been indicated, the harbor divides the city in twain. Each of the portions comprises land rising far above the water level. Carleton, to the westward, is flanked by hills running continuously northerly and descending abruptly to the plain which lies to the eastward and next the harbor. The principal portion of the original city is shaped not wholly unlike a leg of mutton, and it is bounded on the east by a shallow or false bay, and on the west by the harbor. To the north and at its greatest width it is elevated and aggressively rocky, the sides being beveled, though not with uniform sharpness, and the descent to the termination of the promontory being fairly gradual. The harbor, which at its maximum breadth is not quite a mile wide, runs northerly and approximately parallel with the central line of the city, as it originally existed, and then trends eastwardly, washing the shores of what was successively the parish, town, and city of Portland, but is now a part of Saint John. Partly owing to the somewhat limited dimensions of the lots, which are generally one hundred by forty feet, it has been customary to build up to the street line in both Saint John and Portland. This is somewhat to be regretted, as a grassy space between the dwellings and the highway, especially if adorned with flowers or foliage, adds greatly to the attractions of any town. Squares, however, were reserved when the civic plan was adopted, and in these and in several of the more retired streets, and notwithstanding an unfavorable soil, trees of no great size but beautiful appearance have been induced to grow. But so admirable, in an artistic sense, are the physiographical features of the locality, that abundance of foliage is scarcely demanded in the contemplation of the variety and excellence of other forms of beauty. Indeed with each decade the inhabitants must have noted, with ever increasing interest, the effects of opening up streets and constructing buildings, in forming what may not very improperly be termed vistas both new and beautiful. There are indeed few cities which supply so many varied and combined pictures of lovely sky, and hills and water, of martello tower or other quaint or pleasing structure, from many points of view, as Saint John of today.

No sooner were the citizens fairly well established in their new quarters than they turned their attention to providing for their maintenance. Fortunately for their requirements, opportunities not merely for sustaining life but for acquiring wealth, or its approximate, were close at hand. The Bay of Fundy abounded in cod, haddock and other fish, and, at certain seasons,

salmon, shad, alewives and herrings, swarmed in the harbor. It may be stated that all these are still procurable in great numbers in their old haunts, and that the harbor salmon has established for itself so high a reputation among gourmets that to praise it would be absurdly superfluous. Then again, the timber lands on the shores of the upper Saint John river and its tributaries might well have been regarded as practically inexhaustible, and, as the rafts composed of splendid giants in superb condition reached the salt water, the future may well have been regarded as assured. These two important industries of fishing and manufacturing lumber having been undertaken almost immediately, produced good results, while for some years a not inconsiderable profit was realized from peltry, although, as the rural settlements increased, the number and variety of wild fur-bearing animals of course diminished. A brisk trade was established with the West Indies within a short period, and carried on for several years. Although the attitude of the United States and the British provinces towards each other was not at the outside entirely cordial, and although the war of 1812 had a tendency to promote ill feeling, commercial as well as friendly intercourse, but little interrupted, has always been maintained between them. Indeed, during the period when the reciprocity treaty prevailed, a large trade advantageous to either party was transacted, and many believe today that a change of the existing policy and an entire or partial renewal of the former terms of agreement would be beneficial to both. The spirit which governed the founders of the city continued to be manifest, however, in their day and subsequently, seeming to disprove the old adage that there is no sentiment in trade, although it is possible that a strong prejudice prevailed in favor of the quality of British goods. There is at least no doubt that these were steadily and regularly imported, and, although the days when merchants depended solely upon their spring and fall importation from England have long passed away, the modern dealer would certainly court failure whose shelves were not supplied with goods of this class. It is worthy of remark, as a proof of the affection of the colony for the mother land, that in the days when an ocean voyage was an event at the same time rare and greatly protracted, and when the traveler was generally the commercial buyer, he invariably spoke of himself and was spoken of by his Saint John friends, with reference to his trip to England, as going home.

Among the enterprises in which the people of Saint John engaged at an early date was that of shipbuilding. In this they were so successful that, by the middle of the present century, vessels of the first class, renowned for their elegant models, fitness for trade and speed, built in Saint John and frequently registered there and commanded by her sons, were to be met on every sea.

Unhappily the favorable conditions were not destined to continue for a lengthy period. The repeal of the navigation laws, the free admission into England of timber from the regions of the Baltic, the building of iron vessels and their gradual but rapid employment in place of wooden ships, were, in succession, serious and even staggering blows to Saint John. At a later date, many who had listened to the prophetic utterances of fervid politicians expected much from the accomplished union of the provinces, but soon learned that prosperity for Canada as a whole did not necessarily mean prosperity for each Canadian community. But direct reverses, changed conditions, unrealized expectations, all have their uses for the wise and often are not unhelpful to the courageous. And truly, in taking stock the citizens soon discovered that, although deprived of some advantages, their resources were of such a nature that they must always be profitably available, although not necessarily in the accustomed way. Again, the fact that Saint John is the commercial metropolis and an admirable center for distributing, has always been an advantage which has gradually increased in importance with the increase of its points of communication and of their population and wealth. All the counties through which the principal river flows, and the counties of Charlotte, Albert, and Westmoreland in New Brunswick, and so much of Nova Scotia as fronts upon the Bay of Fundy, have always been of easy access by water, but with the rapid construction of railways many additional markets have been secured. The first line of railway of which Saint John was the terminus was completed in the early sixties across New Brunswick to Shediac. When the British-American provinces were united under the name of Canada, this line was acquired by the central government with a line in Nova Scotia running from Halifax to Truro, and the latter was extended to Moncton, a station on the former, and thence to Quebec, the whole system being known as the Intercolonial Railway. Imperial and military reasons and political influence induced the selection of a route for the latter

extension along the north shore of the province, greatly to the detriment and chagrin of the people of Saint John. Accustomed, however, to meet and overcome difficulties, they did not uselessly waste time in lemoaning their ill luck. In accordance with the original project when communication by rail was established with Shediac, a further line was constructed to the westward, effecting communication through existing lines with Montreal, though not by the shortest route, and with Portland, Maine, and Boston. Subsequently that paragon of enterprise, the Canadian Pacific Railway Company, purchased the last mentioned line, and building the necessary missing link from Montreal, shortened the journey from the latter place, and secured a direct line of communication over its own rails from Vancouver, on the Pacific coast, to Saint John, as its ocean terminus. This accomplished fact may be regarded as a most important incident in the history of the city, and the greater possibilities which these new conditions created were promptly and fully appreciated. The city fathers, supported by that essential factor the city taxpayer, forthwith proceeded, at very large outlay, to provide the necessary terminal facilities, and waited results. These were not immediate, but it was inevitable that energy expended and funds supplied, with sturdy faith and self-sacrifice, should be rewarded. The eyes of Canada were directed to the fine harbor and the self-reliant city, and it was at last recognized that it was a national wrong to ignore the complete facilities afforded by both. As a winter port of Canada, Saint John has entered upon a new career, which, if the evidence of large and rapidly increasing trade in but a few years is of its presumed value, must greatly and permanently promote the prosperity of the city. Saint John is not without rivals, but possessing special advantages as the terminus of the Canadian Pacific Railway, and from being a shorter distance than any point in Canada on the Atlantic from Montreal extraneous competition cannot be regarded as formidable. The Dominion government indeed fully recognizing the facts, is now engaged in the construction of an elevator and wharves at Saint John, in order that freight may be provided by the Intercolonial Railway for transhipment by some of the numerous ocean steamers. The outlook for the province of New Brunswick must also be regarded as being brighter for the enterprise of her principal port, and there is every reason to presume that the output of her dairies, stockyards, fields and orchards will be largely increased to meet the demands of British markets. The

following statement from the latest published official returns, being for twelve months, to 1st of June, 1898, will give some idea of the business of the port. This does not include imports, for the simple reason that goods for the west do not appear in the returns of the customs at Saint John, and hence even an approximate estimate of their value cannot be made.

Exports, 1898, \$7,063,992. Vessels outward for sea, 1898.

Steam, 244 vessels, 281,131 tons.

Sail, 1,062 " 175,108 "

Total, 1,306 " 456,239 "

Vessels inward from sea, 1898.

Steam, 298 vessels, 385,454 tons.

Sail, 1,034 " 155,472 "

Total, 1,332 " 540,926 "

Coastwise steamers arrived, 1898.

490 vessels, 194,842 tons.

Coastwise steamers cleared, 1898.

557 vessels, 287,737 tons.

A leading daily newspaper, under the date of 27th April, 1899, referring to the operations of what may be called the winter season then past, supplies some relevant and interesting information in a long article from which this brief extract is made:

"The Sun gives herewith a statement of the exports of Saint John during the season just closed, by the steamship lines to Liverpool, Glasgow, Manchester, London, Belfast and Dublin. The statement has been carefully prepared, and is believed to be accurate. It shows that there were more steamers, larger tonnage, and larger cargoes than in the season of 1897-98.

"Fifty-seven steamers in 1897-98 carried outward cargo valued at \$4,838,768. In the season just closed, sixty-one steamers took cargo valued at \$7,173,737. The increase in value of cargoes carried is thus over 50 per cent.

"The following table shows the increase in tons of western freight, inward and outward, compared with last year. It only includes goods handled by the C. P. R. east and west.

	Inward—Tons.	Outward—Tons.
1897-98,	- - 14,290	120,000
1898-99,	- - 16,085	143,109
Increase, 1898-99,	1,795	23,109"

Though making no special claim to be a great manufacturing center, a liberal amount of capital has been devoted by the citizens to active local manufacturing enterprises. There are two large cotton mills, giving employment to many hands; flour mills; foundries and factories in

metal which supply mill and other machinery, engines of various kinds, vessel and other castings, horseshoes, nails, and articles too numerous and varied to enumerate. Furniture and vehicles of all kinds are also produced; and almost every description of woodwork is successfully undertaken by the numerous artisans in this department of labor. Considerable business is also done in the city in tanning and in boot and shoe making. The brewers have a large output, while in producing breadstuffs, smoked and dried fish, canned and otherwise preserved food of all sorts, much activity is displayed. It is proper here to mention lime-burning, which in times past has secured large cash returns, and must always be regarded as being an important element in marshaling the city's resources.

An historical sketch of Saint John would be incomplete without reference to the conflagrations which have occurred there, affecting so many persons and so much property that they can properly be termed general. The first of these was in 1784, a year and one month after the landing of the loyalists in May, and resulted in very serious and widespread destruction or damage among people who had just begun to hope for some comfort in their circumstances. In 1837 and in 1839 there was a disastrous fire, while in 1841 there were three serious conflagrations. All of these, however, are comparatively insignificant when compared with the great calamity of the 20th day of June, 1877. On this occasion the principal part of the city, practically all that part on the east side of the harbor and to the south of King street, including property estimated to exceed twenty-seven million dollars in value, was burned, while thirteen thousand people were rendered homeless. Although many never recovered from the consequences of this awful event, it in the end led to beneficial results, not the least of these being that, when new buildings appeared in the burnt district, they were more modern and sightly than their predecessors, and generally differed from the latter in being constructed, not of wood, but of stone or brick.

Those who take pleasure in the contemplation of the quaint and old-fashioned may find some satisfaction in searching through Carleton and such other sections of Saint John as escaped the great fire: there they may, here and there, discover what may remind them of Salem or even parts of Quebec. Let them, at least if they have no sympathy with the modern, avoid the area which in June, 1877, was swept by flames. Most, but by no means all, of the finest buildings are

here to be found. Of church buildings there are many, and the greater number of them are architecturally excellent in design. Trinity Church is generally considered the most interesting; partly from its association with the loyalists, very many, if not all, of whom worshipped in a building, the earliest erected for ecclesiastical purposes, which once stood on its present site; partly because its walls are adorned by the Royal coat of arms which was once in the Town House, Boston, and was also saved from the great fire; partly from the admirably conceived and executed design of the edifice. The Roman Catholic Cathedral, on one of the best sites in the city; the Centenary, Methodist, and Germain Street Baptist churches, and Saint Andrews Kirk, the mother kirk, are all strikingly handsome buildings, although it would be presumptuous to state that each of them excels in beauty several other churches in the city, which for want of space are not here mentioned. The Canadian government has good reason to be proud of the buildings it has erected throughout the Dominion, and of these there are peculiarly excellent specimens in Saint John, especially the Railway Station with its graceful symmetry, and the Custom House with its dignified massiveness. The buildings used for the public schools, although not highly ornate, are substantial, well proportioned and in good taste. The same remarks may be applied to the structures in use for civic and municipal purposes, although in neither instance quite just to the efforts of local architects, by no means unsuccessful, to attain beautiful as well as useful results. Many of the Banks and large buildings in use for business purposes are so well constructed and from such original or unique designs that they generally attract attention and often win admiration. It may be stated in this connection that immediately after the great fire the place was temporarily invaded by a horde of architects. Many of these were men of professional experience; some had genius; but nearly all, yielding to the spirit of rivalry and the desire to establish a reputation, put forth their best efforts to produce original or at least striking designs. The result is an absence of that uniformity in appearance often visible in towns and cities in series of buildings, which, while it has not seriously interfered with a general harmony, gives to each structure an individuality sometimes eccentric but rarely or never objectionable. This feature is manifest in the majority of the better class of buildings erected within a few years after the fire, including those in use for exclusively residential purposes. These are not

confined to a few districts, but are generally somewhat widely distributed, although, as elsewhere, there is a tendency for owners of buildings of approximately equal value to occupy a common neighborhood. Although many of the numerous fine houses are in the populous center, many are to be seen on the outskirts on commanding sites and amid very charming surroundings.

In 1889 the two adjacent cities, Saint John and Portland, were united under the name of the former. This union, wisely conceived and happily executed, disposed effectively of some rivalries and jealousies, and of not a few difficulties and unpleasantnesses, and, while it was distinctly in the direction of uniform and economical civic government, it conferred upon the combined population of the two places a status of greater dignity and more importance than, when separated, they had enjoyed. Like the old city, that which once was Portland is largely hilly, a ridge of hills, running from east to west, lying to the north of the valley which contains the larger part of the population. Behind these hills lies an almost wholly rural territory abounding in hills, lakes and streams, and extremely picturesque. This area, all within the city's limits, extends westerly to the river Saint John, and is bounded on the north by the Kennebecasis, a splendid stream which joins the former a few miles above the falls. A portion of this romantic country, comprising many square miles, and much of it most exquisite scenery, including a peculiarly beautiful and always favorite lake, has within a few years been secured mainly by a few citizens generous in mind and purse, and, under the name of Rockwood, appropriated for a public park. The natural attractive features of this pleasure ground cannot be even suggested in a few words, and their possible development under well trained and directed taste, knowledge and skill presents a very pleasant problem to the imagination.

Saint John is pre-eminently a business community; it possesses neither a university nor college, nor can it claim to be, as a whole, extremely literary or artistic. The schools in the city are admirably conducted and inferior to none elsewhere; several associations exist for the promotion of science, literature, music, and the ornamental arts; while journalists and writers of more than local fame are among the citizens. More original and permanent work has perhaps been done by the naturalists than by other brain-workers in the societies, with the result that a museum very fairly representing the natural and industrial resources of the province well deserves

high commendation and also inspection. In all that relates to comfort and convenience the citizens have no reason for complaint. The main thoroughfares, and indeed nearly all the streets, are wide, well laid out, and provided with excellent sidewalks, while an exceedingly well equipped electric railway affords the means of communication between the principal and distant points on the eastern side of the harbor. There is also a bountiful supply of the very best of water carried from a source several miles away, and connected with other available bodies of water of magnitude and of as good quality as that in use. As might be expected as the fruit of bitter experience, the fire appliances are good, and the brigade efficient and under efficient management. To those who desire to dress and feed well, the haberdashers, grocers and provision dealers offer the fullest opportunities, and few cities of the same size are better or so well provided in the matter of dry goods and comestibles. The hotels, although usually unpretentious in external appearance, are well conducted, and the proprietors of the chief among them have always striven, with notable success, to so manage their establishments that they would afford, at the same time, all the homelike attractions and qualities of the old English inn, and everything else in reason desired by metropolitan taste. An excellent club, in a centrally situated locality, is conducted on much the same principles, modified only to accord with local conceptions.

The population of Saint John is between forty-five and fifty thousand. Although the descendants of loyalists predominate, additions have been made of immigrants chiefly from Scotland and Ireland. Within recent years, indeed, a number of persons of various nationalities not speaking English as their native tongue have become citizens, but their acquisition has made no perceptible difference or impression. There is also a constant influx from neighboring and other counties, of young persons who trust to find in a comparatively large center opportunities for securing wealth better than those afforded in or near their abandoned homes. Among the inhabitants are several from the neighboring republic, who rarely become full-fledged citizens, and who are in residence for the purpose of attending to the manufacture and disposal of lumber from logs cut in Maine forests, but floated down the Saint John river. With much that is distinctly British in their nature, and yielding implicit obedience to the idea of loyalty as taught and practiced by the founders of their city, the people of Saint John are yet imbued with senti-

ments which may be regarded as essentially American. Using the principal terms in the broadest and nonpartisan sense, they may be said to be liberal and nonaggressively, but quite determinately, democratic. In 1800, Ward Chipman, Recorder of Saint John, appeared in the Supreme Court of New Brunswick as an advocate for the absolute and unqualified right to liberty of negro slaves; caused an equal division among the four judges; and practically secured a victory for his cause. For more than half a century one political contest followed another, in which citizens of Saint John were protagonists, fighting manfully for popular rights. The province secured the amplest powers of self-government, relinquished grudgingly by the crown; social and ecclesiastical exclusive privileges were extinguished, and the so-called family compact annihilated; the city charter itself was so far altered that far greater authority was conceded to the freemen and electors than under its original terms. That all these changes were brought about without blows or even threats, may well be mentioned in support of the correctness of the opinion that the British constitution is sufficiently elastic to secure perfect freedom and every needed right. The loyalists were perhaps more demonstrative, and perhaps more opinionative than their descendants. Benedict Arnold lived for a time among them, but was so little appreciated that they burnt him in effigy, and thereupon he departed from them forever. Probably a modern offender in Saint John would not be treated in just this way, but the inhabitants are not over-fond of their opposites, are distinctly antagonistic to glaring pretenders, and, without resorting to overt acts, are quite capable of giving unmistakable expression to their disapproval. In crediting them with the possession of liberal principles, it is however right to state, although it is perhaps implied, that these are leavened by a fair measure of conservatism, and that they are little disposed to abandon, though they may seek to improve, old methods, unless they become really ineffective.

If the figures recently given by the Mayor of Chicago are correct, Saint John must be regarded from a moral point of view as a model community. It appears from these that Chicago has one policeman for every 701 of population; Pittsburg one to 720; Saint Louis one to 784; San Francisco one to 627; Philadelphia one to 625; Boston one to 417; and old New York one to 398. In Saint John there is not one policeman to every thousand persons, and yet, although it is a seaport and is frequently filled with many kinds of foreign sailors, serious crime within its precincts

is very rare. Some years ago a great deal of attention was turned to boat-racing in the harbor, and it will be remembered by older sportsmen that a four-oared crew from Saint John, in a boat of primitive aspect, achieved victory against all comers at the Paris Exposition, and fairly challenged the attention of the world. It is not entirely apparent why boat-racing has declined in this locality, although religious influences may have prevailed in favor of the cessation of contests too often connected with recognized and serious evils. Today yachting engages the attention of many of the citizens, though rowing is in no sense neglected by the young athletic men, and the waters of the two rivers, especially the Kennebecasis, are the scene of frequent maneuvers, during each summer, of a large, well-organized fleet or some of its graceful vessels.

Reverting to a topic partly discussed, every visitor, perhaps more than the accustomed resident, is impressed most favorably by the visible attractions of the city and its surroundings. Standing on the summit of a hill once protected by Fort Howe, in the morning of a summer's day, the observer looks down, almost from the falls and beyond its entrance, upon the deflected harbor, graced with hulls and masts and spars, and bright with occasional fluttering flag or snowy sail; on the tall, grim elevators, and, upon either side, upon hills, their summits curved and broken everywhere by spires. At night, from elevations near the falls, he can see the lights which mark the sides of the streets of the heart and main portion of the city, mounting in straight lines towards the sky and partly reflected in the tide. But what is specially noticeable is the constant reappearance, as a new point of view is selected, of known buildings or other objects, with surroundings of such novelty that previous observation of any one of the features seen becomes a question for debate in the mind. Highways run in every direction except the south, from the city's center, and each of these passes through interesting, generally varying, and almost always picturesque scenery. The scenery of the maritime provinces generally presents very great variety, but it usually possesses one common quality, cheerfulness. Trees and plants, acquainted with real winter, seem to have all the more vigor, briskness and brightness when summer reaches them. It may indeed be doubted whether there is in nature a more gracefully joyous object than a North American birch, even when it is ostensibly securing its subsistence from a sandy or gravelly soil. There is, in truth, a veritable luxuriance of vegetation in these parts, although

less pronounced, more refreshing, tender and delicate than further south. The admirable bathing facilities in close proximity to the city, combined with the advantages mentioned and others, especially its entire immunity from mosquitoes, render residence in Saint John in summer peculiarly pleasant. It is also a center from which every place of interest or importance within reasonable distance can easily and comfortably be reached by rail or steamboat, if not by bicycle. There are several places within a comparatively short distance of the city where its citizens have residences, either permanently or during the summer, of which the principal are Rothesay, on the line of the Intercolonial Railway, close to the Kennebecasis river; and Westfield, on the river Saint John, and accessible by the trains of the Canadian Pacific Railway Company. The distance of neither of these very picturesque localities is more than nine miles from the city. Loch Lomond, which is about the same distance from Saint John, and is a favorite place of resort for fishermen and other pleasure seekers, comprises a chain of three lakes guarded by hills, the whole forming a picture with many features akin to the Scottish Loch from which the name is derived.





SCENE IN ROCKWOOD PARK.



OCEAN STEAMERS LOADING LUMBER.





ROCKS IN ROCKWOOD PARK.



BOATS GOING OVER THE FALLS AT HIGH-WATER.



KING STREET, WEST FROM GERMAIN.



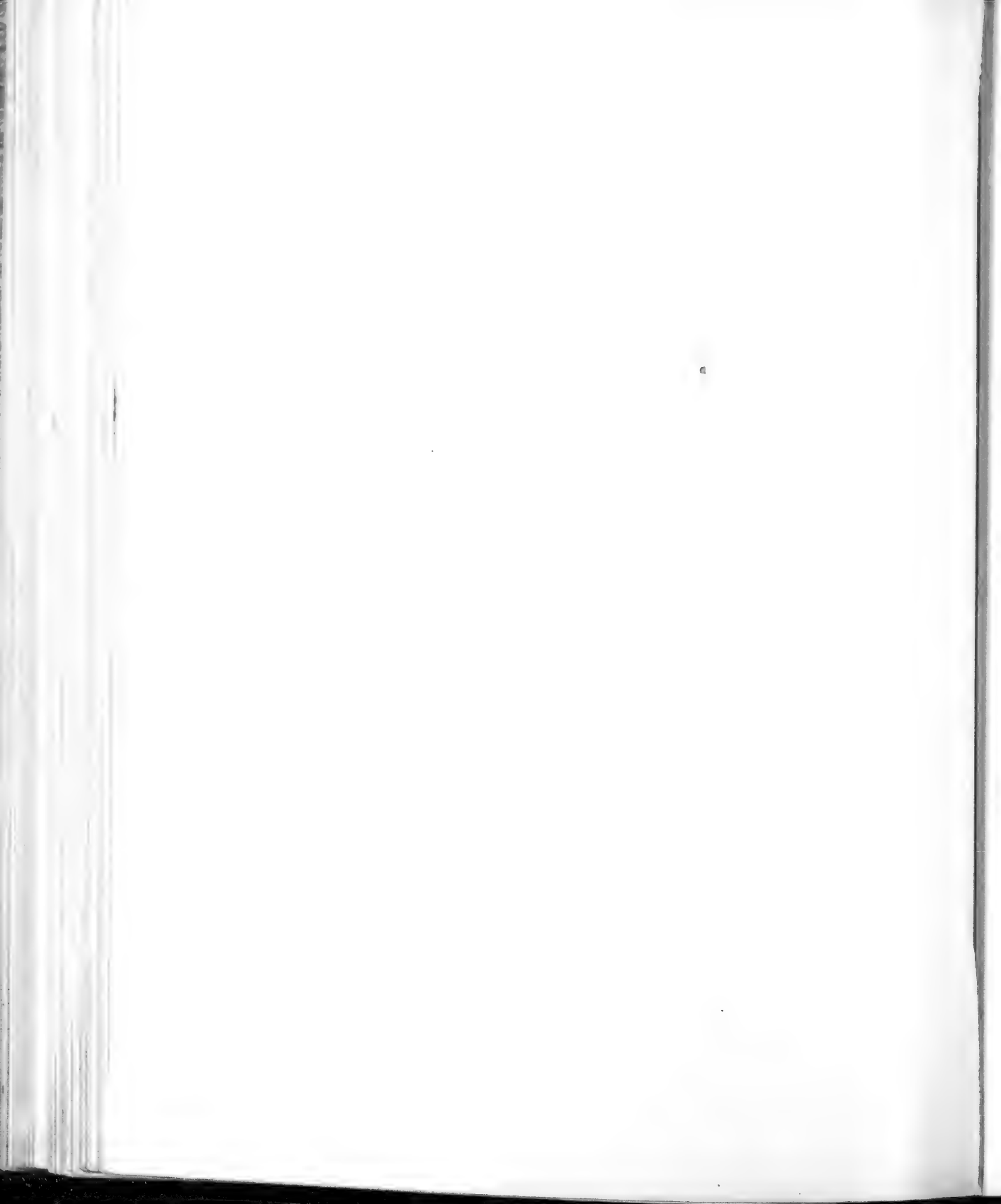
CITY HALL.



POST OFFICE.



LOOKING SOUTH FROM NORTH WHARF.





ST. JOHN, FROM FORT HOWE.



SCENE IN ROCKWOOD PARK.



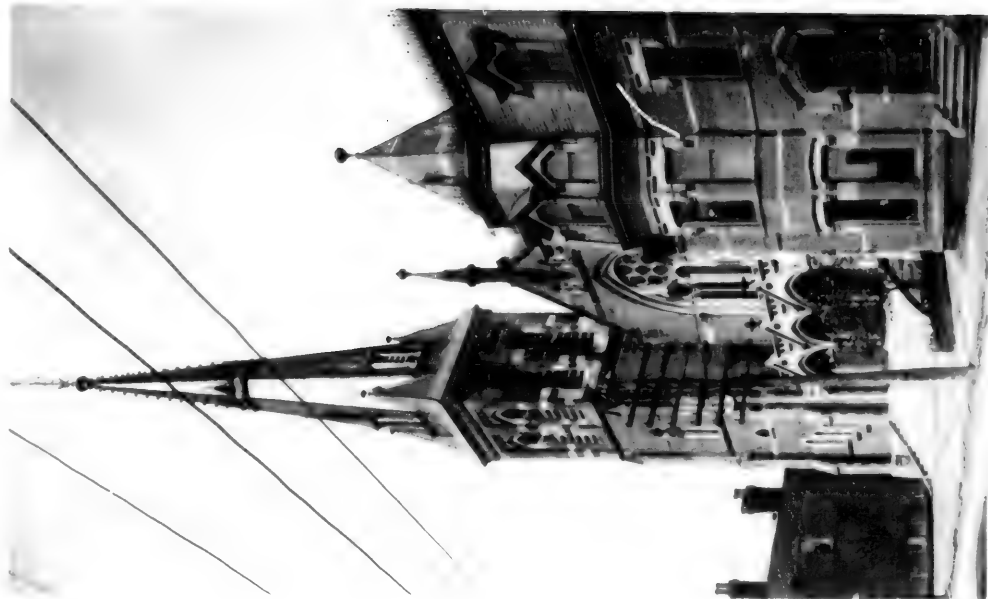
YACHTS OF THE ROYAL CLUB.



SCENE ON THE NEREPIS RIVER.



VICTORIA HOTEL.



ST. ANDREW'S CHURCH.



GERMAN STREET BAPTIST CHURCH.



CANTILEVER AND SUSPENSION BRIDGES.



HARBOR SCENE.



ST. JOHN, FROM SACRED HEART CONVENT.



BAY SHORE.



MARTELLO TOWER.



KING STREET, EAST FROM GERMAIN.



COURT HOUSE.



BANK OF NEW BRUNSWICK.



VIEW FROM THE ASYLUM GROUNDS.



LOOKING TOWARD ST. JOHN FROM THE BREAKWATER.



ON THE HARBOR, FROM C. P. R. ELEVATORS.



MISPEC BEACH.



CUSTOM HOUSE.



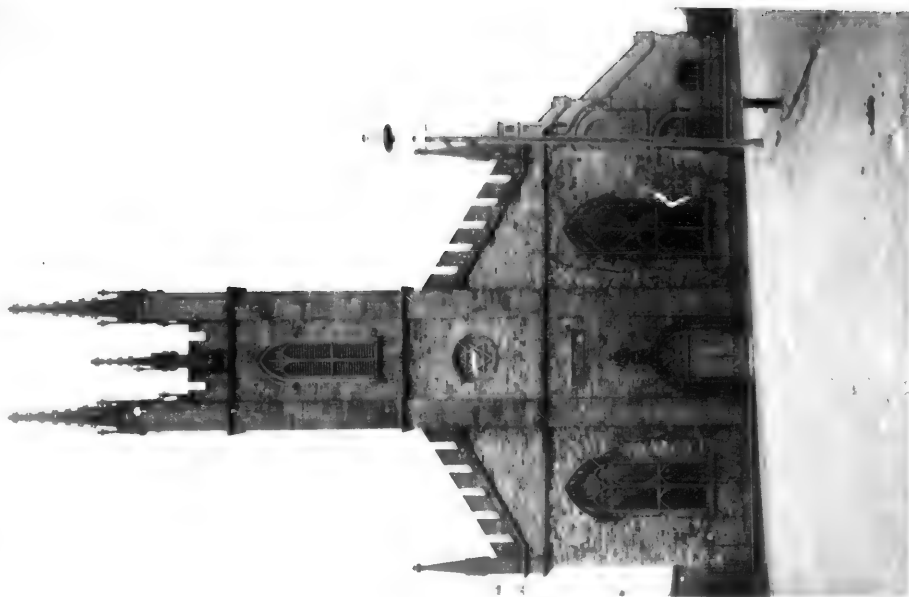
ROAD SCENE NEAR ST. JOHN.



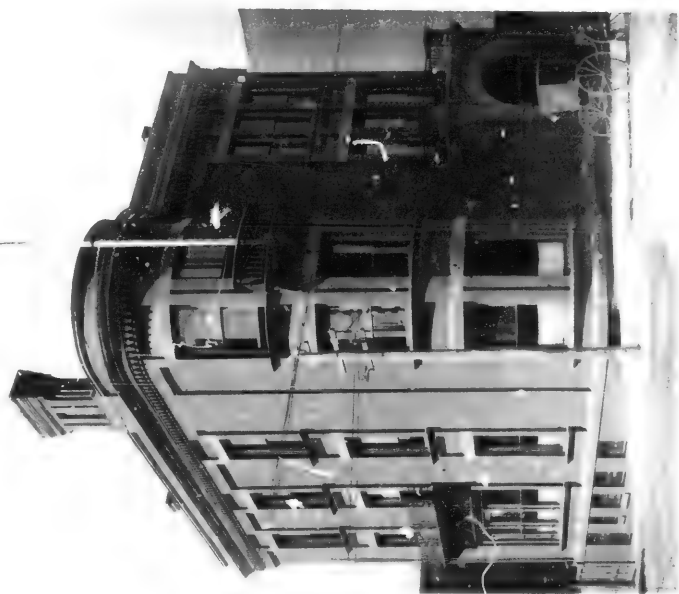
SCENE AT GOLDEN GROVE.



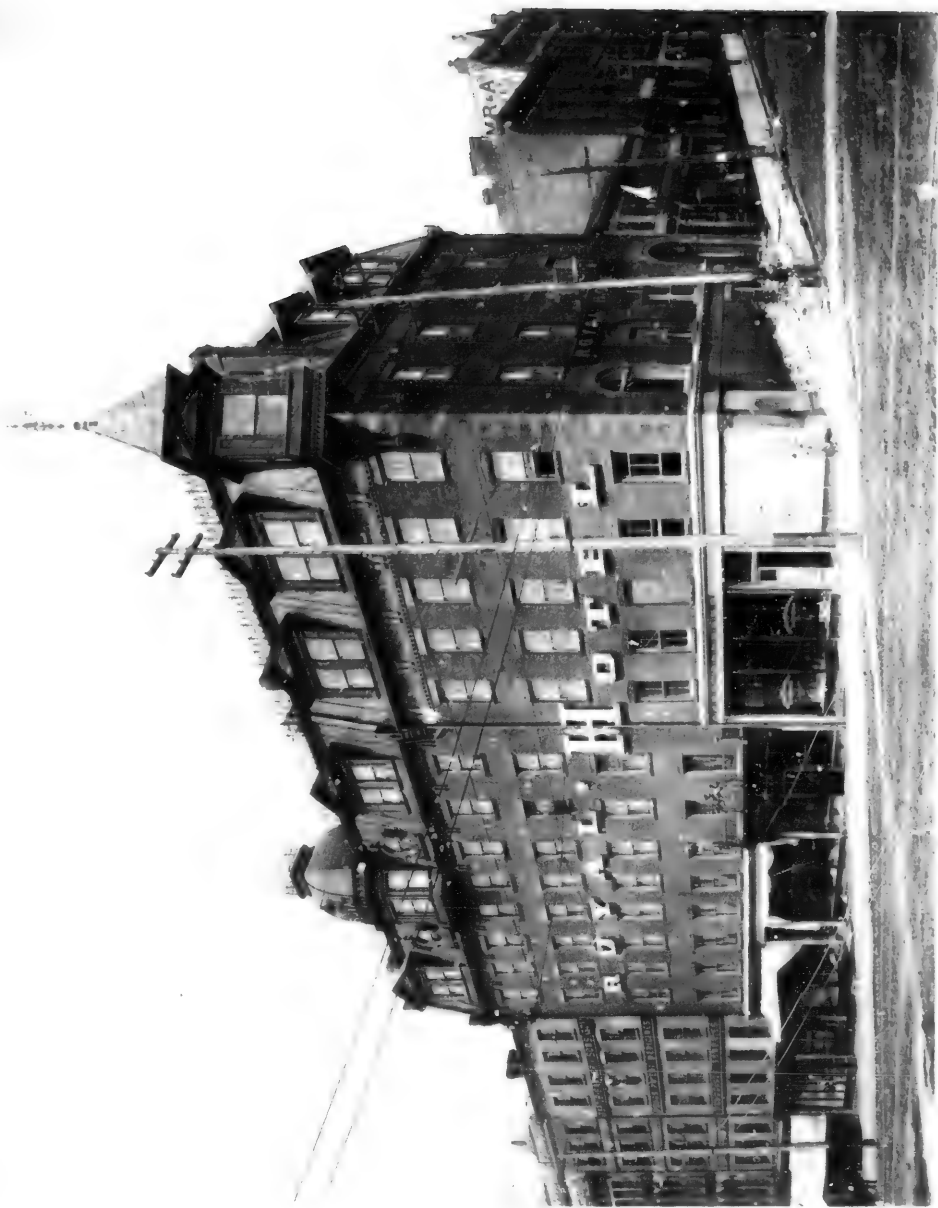
PRINCE WILLIAM STREET.



ST. JOHN'S STONE CHURCH.



UNION CLUB.

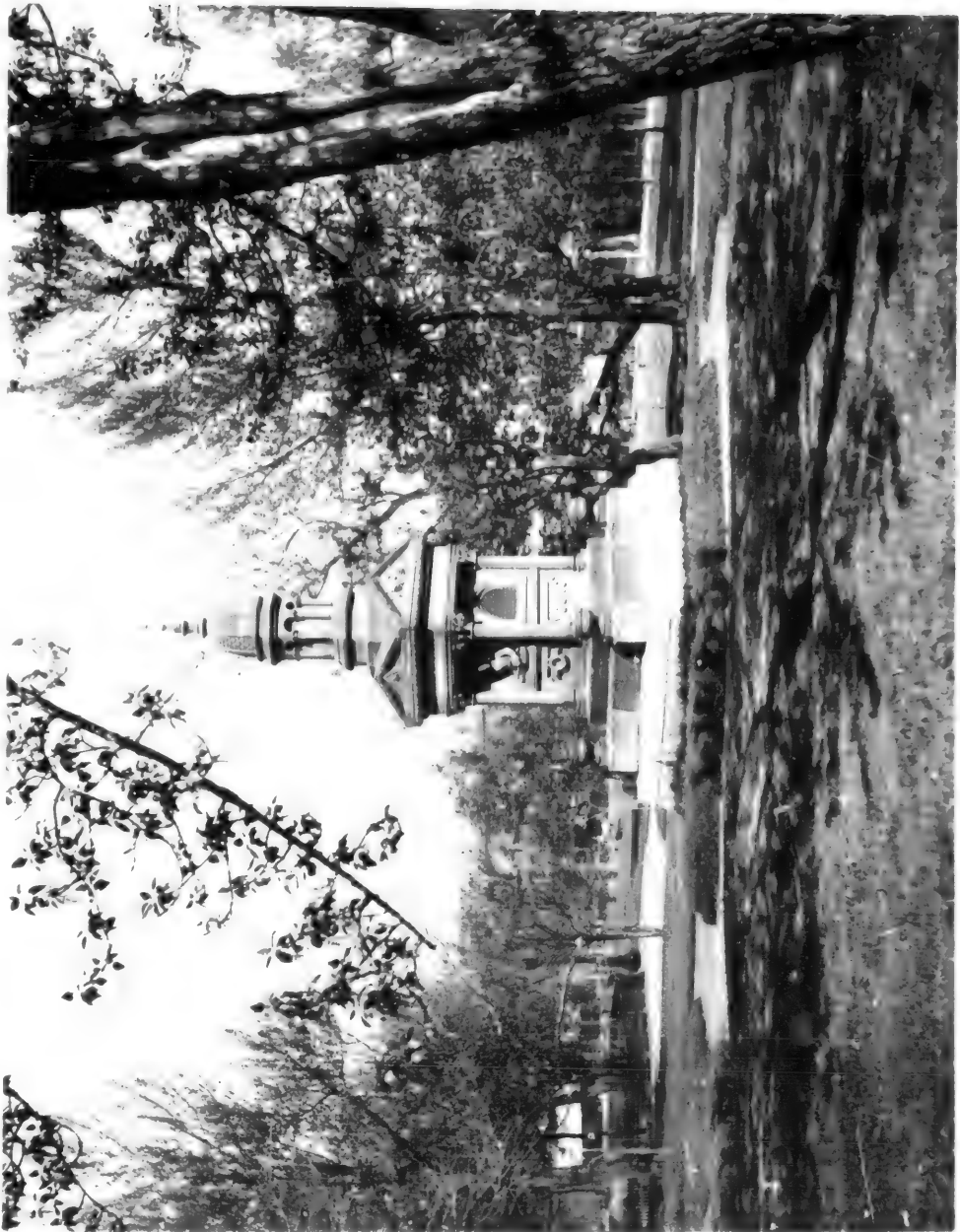


ROYAL HOTEL.





MARKET SLIP, SOUTH WHARF.



KING SQUARE.



HOTEL DUFFERIN.



SCENES AT INDIANTOWN.



I. C. R. AND C. P. R. STATION.



QUEEN SQUARE METHODIST CHURCH.



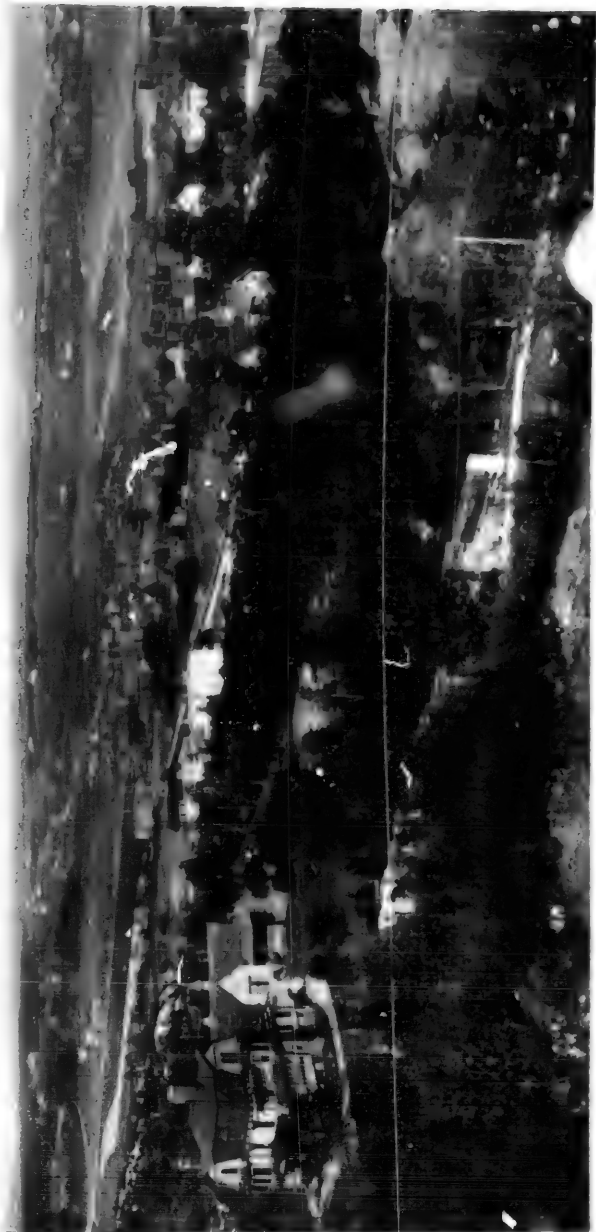
MISERICORDIÆ HOSPITAL AND ST. DAVID'S CHURCH.



VIEW ON THE KENNEBEC RIVER.



SCENE AT CORNER OF PRINCE WILLIAM AND KING STS. AND MARKET SQ



LOOKING NORTHEAST FROM MOUNT PLEASANT.



VIEW IN KING SQUARE.



QUEEN SQUARE.



MARKET SLIP, NORTH WHARF.



ON ORANGE STREET. •



VIEW ON GERMAIN STREET.



ON THE ST. JOHN RIVER AT GREEN HEAD.



ST. JOHN FROM FORT DUFFERIN.



SCENE ON CHARLOTTE STREET.



SCENE AT WOODMAN'S POINT.



AT WESTFIELD.



EXPOSITION BUILDING.



VIEW WEST FROM THE GENERAL HOSPITAL.



VIEW ON COBOURG STREET.



DRIVE IN ROCKWOOD PARK.



ABOVE THE FALLS OF THE ST. JOHN.



BANK OF MONTREAL (ST. JOHN BRANCH) AND C. P. R. OFFICES.



VIEW AT LOCH LOMOND.



SCENE IN ROCKWOOD PARK.



GENERAL PUBLIC HOSPITAL.



IN RURAL CEMETERY.



WIGGINS' MALE ORPHAN ASYLUM AND MARINE HOSPITAL.



DRURY COVE.



ST. JOHN HARBOR FROM FORT HOWE.



MARKET SQUARE, LOOKING UP DOCK STREET.



ON THE BAY SHORE--MISPEC.



ON LOCH LOMOND.



VICTORIA SCHOOL.



CENTENARY CHURCH.



VIEW ON SIDNEY STREET.



C. P. R. TERMINUS AND GRAIN ELEVATORS.



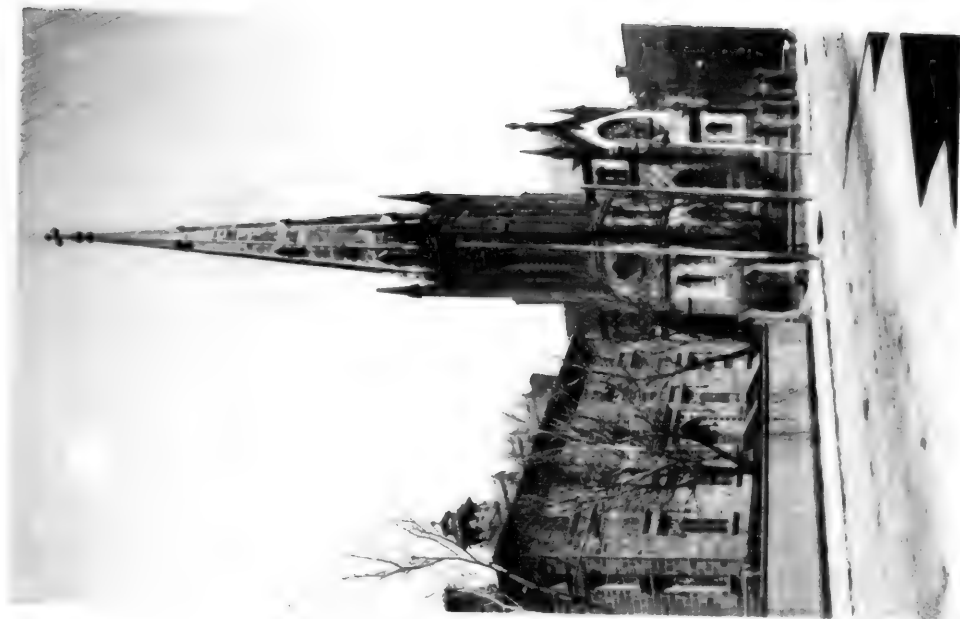
SCENE IN THE GORGE AT THE FALLS.



SCENE ON THE ST. JOHN RIVER.



TRINITY CHURCH.



CATHEDRAL OF THE IMMACULATE CONCEPTION.



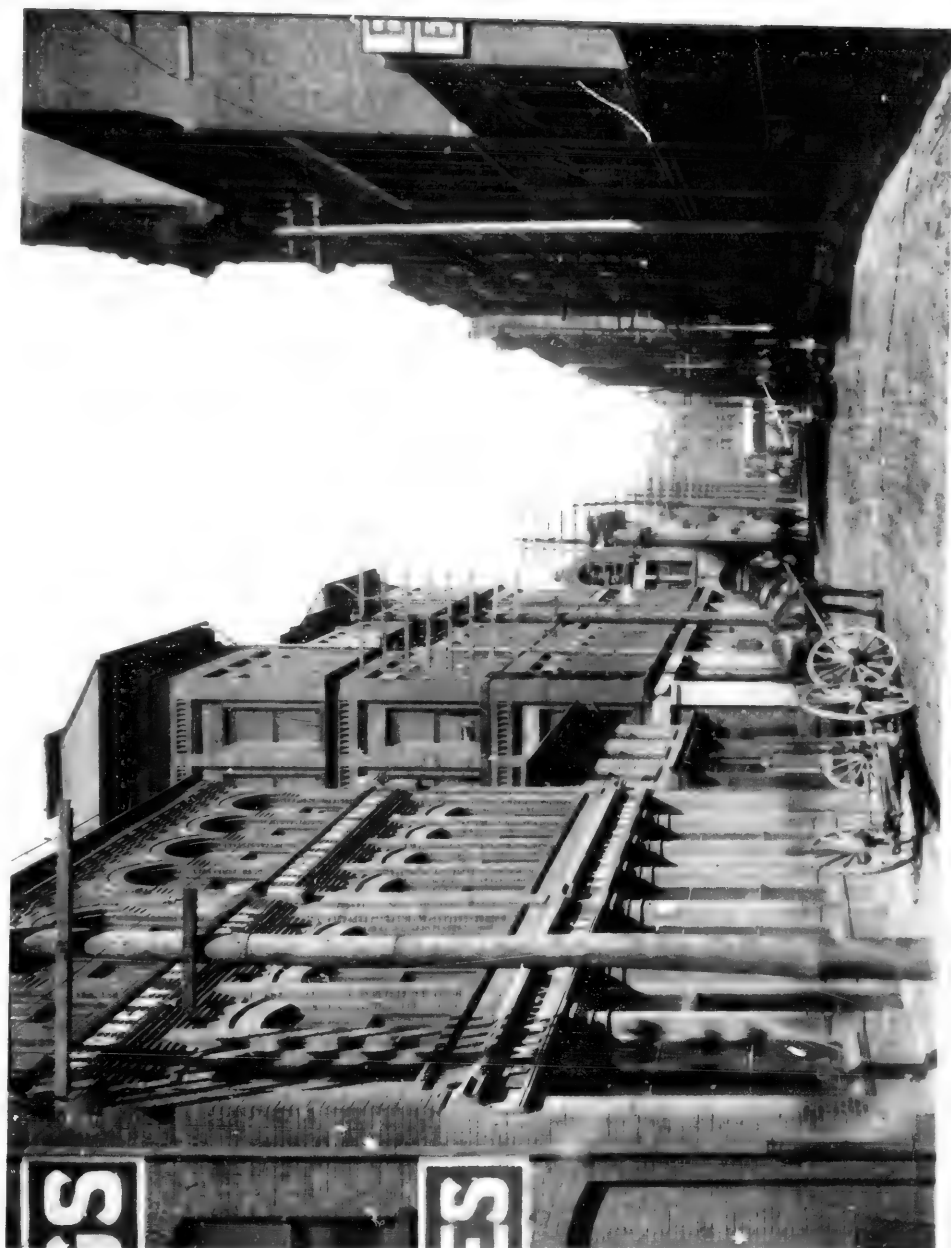
GERMAIN STREET.



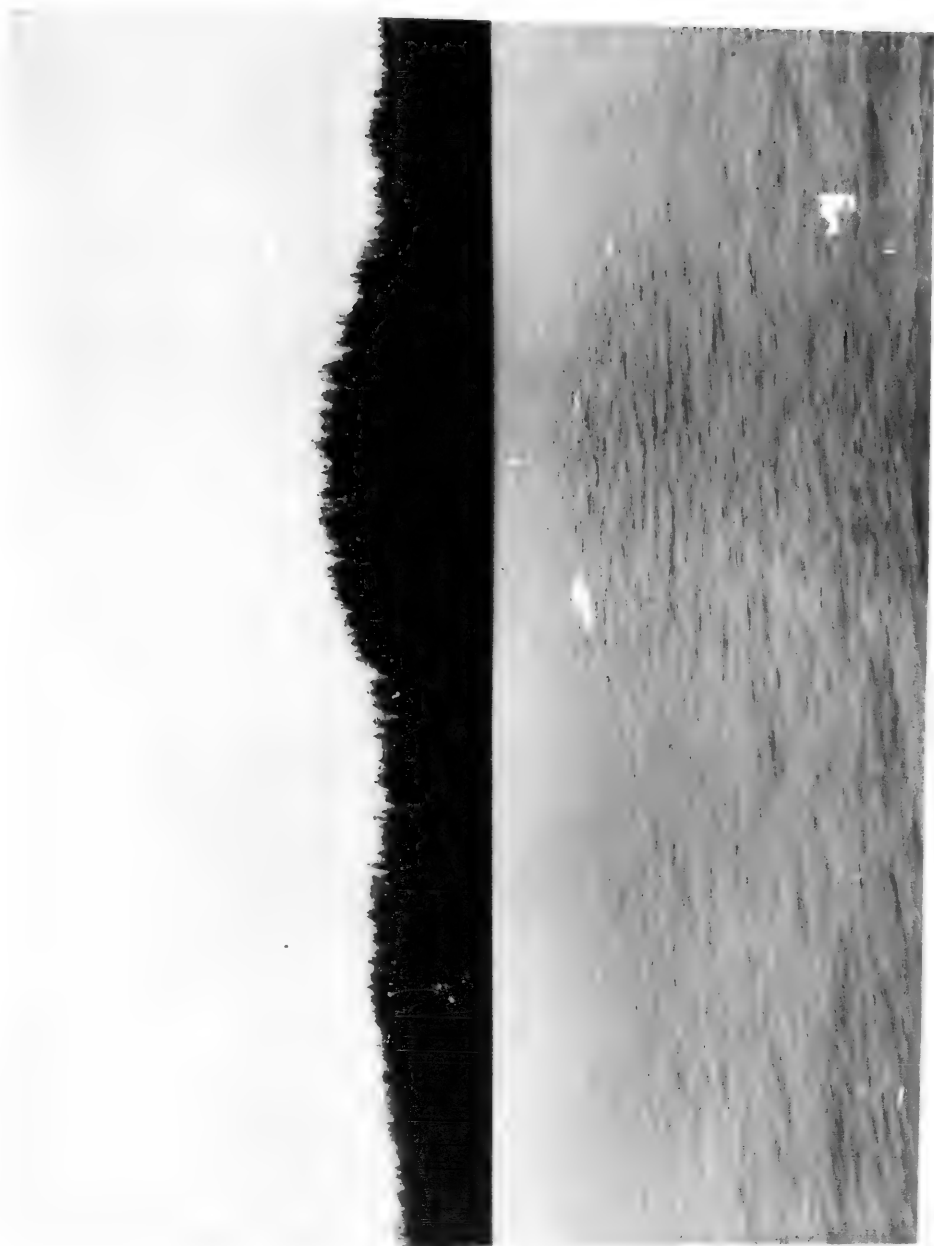
SCENES ON THE KENNEBECASIS RIVER.



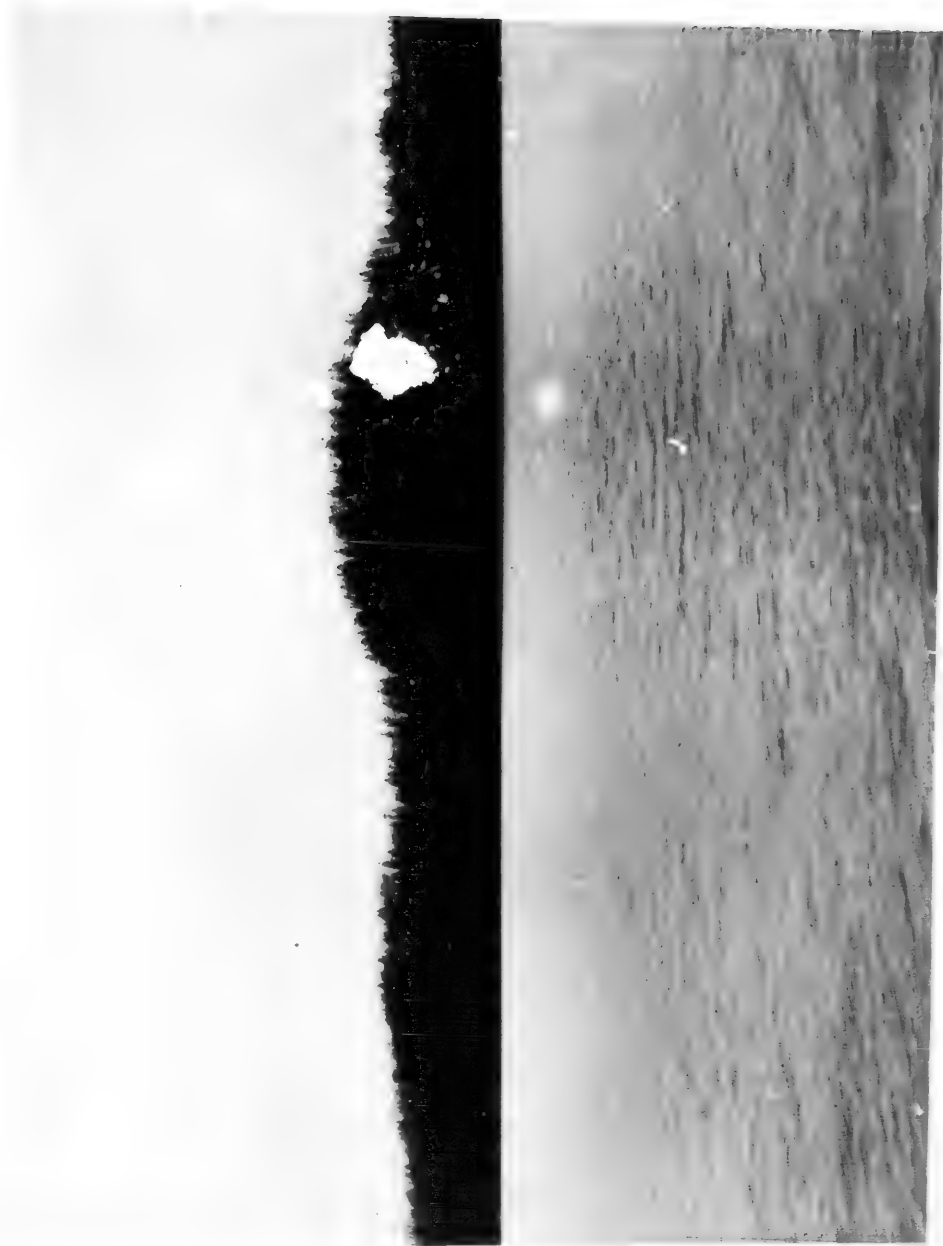
THE ST. JOHN RIVER ABOVE INDIANTOWN.



WATER STREET.



VIEW AT LOCH LOMOND.



VIEW AT LOCH LOMOND.



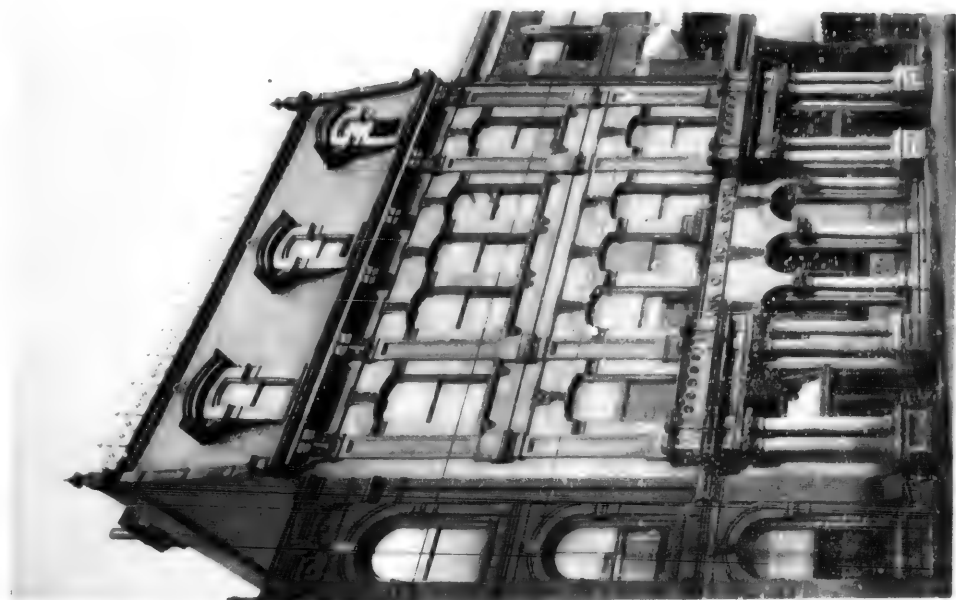
ON LEINSTER STREET.



SCENE ON MECKLENBURG STREET.



HOSPITAL FOR THE INSANE.



BANK OF NOVA SCOTIA (ST. JOHN BRANCH).



SAVINGS BANK.



PARTRIDGE ISLAND, ENTRANCE TO ST. JOHN HARBOR.



NORTH FROM SACRED HEART CONVENT.



VIEW ON THE ST. JOHN RIVER.



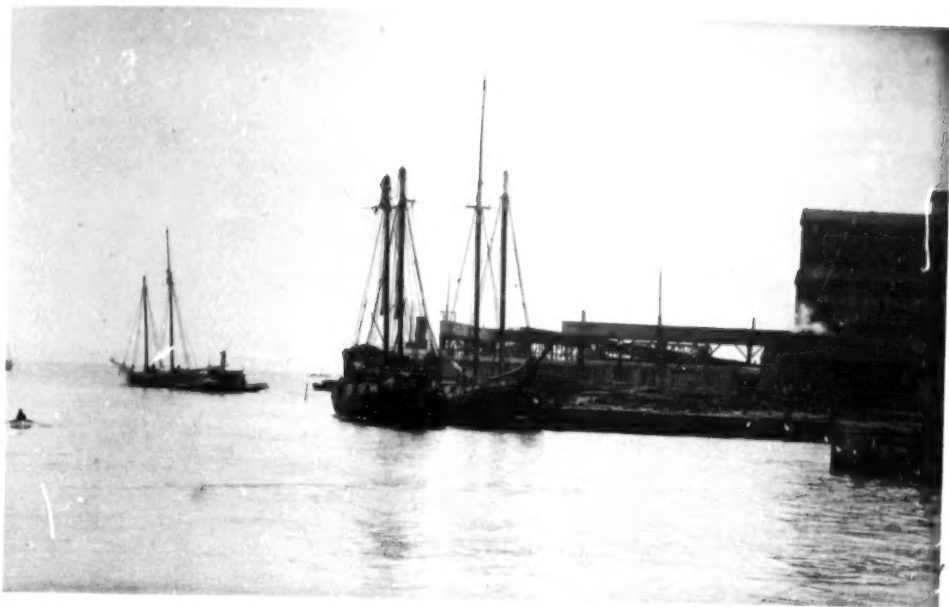
ON MT. PLEASANT AVENUE.



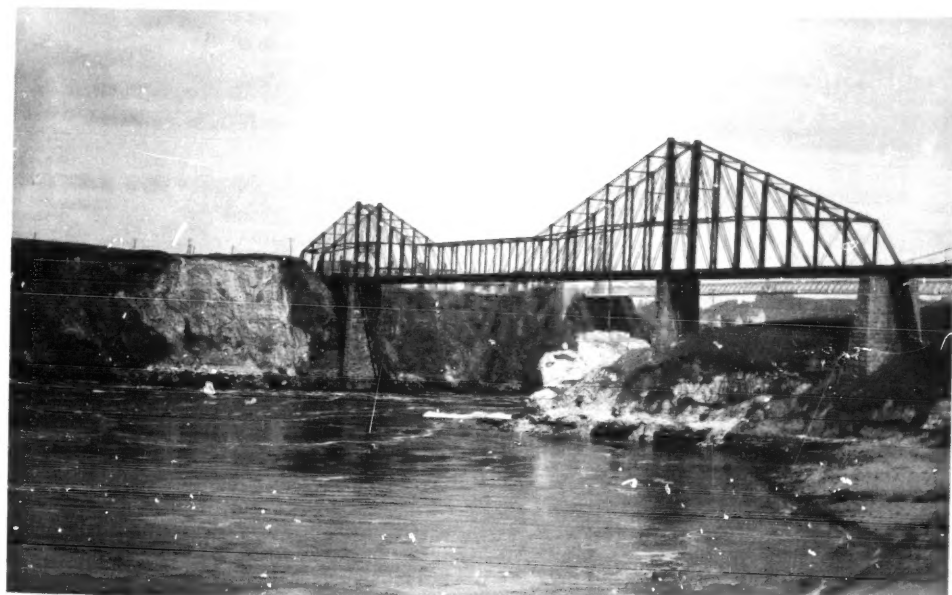
SCENE ON QUEEN SQUARE.



GRAND UNION HOTEL.



SCENE ON THE HARBOR.



AT THE BRIDGES.